2022 no. 113

AFKONDIGINGSBLAD VAN ARUBA

MINISTERIËLE REGELING van 17 augustus 2012 tot het vaststellen van regels ten aanzien van de vluchtadviseur (Regeling vluchtadviseurs)

Uitgegeven, 19 augustus 2022

De minister van Algemene Zaken,
Innovatie, Overheidsorganisatie,
Infrastructuur en Ruimtelijke Ordening
E.C. Wever-Croes

DE MINISTER VAN

TRANSPORT, INTEGRITEIT, NATUUR EN OUDERENZAKEN,

In overweging genomen hebbende:

dat het ter uitvoering van Bijlage 1 en Bijlage 6, deel 1 en deel 3 van het Verdrag van Chicago wenselijk is regels te stellen ten aanzien van vluchtadviseurs;

Gelet op:

artikel 2 van het Landsbesluit bewijzen van bevoegdheid voor het luchtvaartpersoneel (AB 2019 no. 34);

HEEFT BESLOTEN:

Artikel 1

In deze regeling wordt verstaan onder:

AUA-FOO	: de voorschriften en vereisten voor vluchtadviseurs opgenomen in de bij deze ministeriële regeling behorende bijlage;
Luchtvaartmaatschappij	: een Arubaanse luchtvaartmaatschappij;
vluchtadviseur	: een door een luchtvaartmaatschappij aangewezen en gecertificeerde persoon, die voldoet aan de AUA-FOO vereisten en die belast is met de controle en supervisie van vluchtoperaties, die de gezagvoerder ondersteunt, aan hem rapporteert en hem assisteert in het veilige verloop van de vlucht.

Artikel 2

1. Een luchtvaartmaatschappij wijst een vluchtadviseur aan indien zulks wordt vereist in de goedgekeurde methode van controle en supervisie van de vluchtuitvoeringen van de luchtvaartmaatschappij.
2. De aangewezen persoon voldoet aan de vereisten opgenomen in AUA-FOO. Met het oog hierop reikt de luchtvaartmaatschappij een certificaat uit aan de vluchtadviseur.
3. De vluchtadviseur heeft het certificaat, bedoeld in het tweede lid, bij zich tijdens zijn werkzaamheden.

Artikel 3

1. De Minister kan op verzoek van een luchtvaartmaatschappij, schriftelijk een ontheffing verlenen van specifieke voorschriften opgenomen in de AUA-FOO.
2. Het verzoek gaat vergezeld van een gedetailleerde beschrijving van de uitgevoerde luchtvaartactiviteiten-studies en de alternatieve middelen waarmee een gelijkwaardig veiligheidsniveau aan het niveau vastgesteld in het desbetreffende AUA-FOO vereiste, gegarandeerd kan worden.
3. Een ontheffing wordt uitsluitend verleend, indien door de Minister wordt vastgesteld dat de in het tweede lid voorgestelde maatregelen geschikt zijn.
4. Een ontheffing kan worden verleend onder het stellen van voorschriften en voor een bepaald periode.

Artikel 4

1. Deze regeling treedt in werking met ingang van de dag na die van haar plaatsing in het Afkondigingsblad van Aruba.
2. Zij kan worden aangehaald als Regeling vluchtadviseurs.

De minister van Transport, Integriteit, Natuur en Ouderenzaken,
U.M. Arends

BIJLAGE BEHORENDE BIJ DE REGELING VLUCHTADVISEURS

BIJLAGE

AUA-FOO

FLIGHT OPERATIONS OFFICER REQUIREMENTS

FOREWORD

1 The AUA-FOO establishes the requirements for acting as a Flight Operations Officer (FOO).

2. The editing practices used in this document are as follows-

(a) The AUA-FOO are concise statements of the regulation.

(b) ‘Shall’ is used to indicate a mandatory requirement

(c) ‘May’ is used to indicate discretion by the competent authority, the industry or the applicant, as appropriate.

(d) ‘Will’ is used to advise of action incumbent on the competent authority.

Note: The use of the male gender imparts the female gender and vice versa.

Contents of AUA-FOO

REQUIREMENTS FOR TRAINING AND QUALIFICATION OF FLIGHT OPERATIONS OFFICER

General requirements for the issue of the operator FOO certificate

AUA-FOO.A.1 Scope

a) A Flight Operations Officer/Flight Dispatcher (FOO/FD) is a person designated and certified by the operator to engage in the control and supervision of flight operations, who is suitably qualified in accordance with this regulation, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

b) When a Commercial Air Transport (CAT) operator uses flight monitoring or flight watch as functions of a system for exercising operational control, FOOs/FDs will perform those functions.

c) The CAT operator shall develop a training programme, based on the relevant parts of ICAO Annex 1, ICAO Documents 10106 and 9868, for FOOs/FDs that perform those functions.

d) The training programme specified above shall be detailed in the Operations Manual of the CAT operator and should be delivered by an instructor for operational control personnel.

e) Upon satisfactory completion of the training program the CAT operator shall issue an FOO company certificate to the candidate.

AMC 1 to AUA-FOO.A.1 (d) knowledge, skills, and qualifications for instructors of operational control personnel

a) instructors for operational control personnel should:

   i) be able to prove that they are current in the subjects covered by the training programme for FOOs/FDs, including the operator-specific elements, or otherwise successfully complete an FOO/FD training programme;

   ii) have adequate instructional skills or attend instructor training; if more than 24 months have passed since the delivery of the last FOO/FD course, they should attend recurrent instructor training before delivering the next course; and

iii) have relevant work experience in the areas of the training that they provide.

b) The CAT operator should include in the OM the required knowledge, skills, and qualifications of the instructors for operational control personnel.

AUA-FOO.B.1 Age

The FOO shall be at least 21 years of age.

AUA-FOO.B.2 Knowledge:

The prospective FOO shall pass a knowledge test to demonstrate a level of knowledge appropriate to the privileges granted to the function of a flight operations officer, in at least the following subjects:

i) Air law

1) AUA-OPS and other National Regulations;
2) other regulations relevant to the function of a flight operations officer;
3) appropriate air traffic services practices and procedures.

ii) Aircraft general knowledge

1) principles of operation of airplane engines, systems and instruments;
2) operating limitations of airplanes and engines;
3) minimum equipment list/ configuration deviation list;

iii) Flight performance calculation, planning procedures and loading

1) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
2) Operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;
3) take off performance including field length, climb and obstacle criteria and limitation;

4) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;
5) landing performance including approach climb and field length criteria and limitations;
6) Preparation and filling of air traffic services flight plans;
7) Basic principles of computer-assisted planning systems;

iv) Human performance

1) Human performance relevant to operational control duties, including principles of threat and error management (TEM).

Note: guidance material on how to design training programmes on human performance, including on TEM, is provided in ICAO Doc 9683 Human Factors Training Manual;

v) Meteorology

1) Aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
2) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations, use of and procedures for obtaining, meteorological information;

vi) Navigation

1) Principles of air navigation with particular reference to - instrument flight;
2) navigation and radio equipment in the aircraft that is used by the operator;

vii) Operational procedures

1) Use of aeronautical documentation;
2) Operational procedures for the carriage of freight and dangerous goods;
3) Procedures relating to aircraft accidents and incidents; emergency flight procedures;

4) Procedures relating to unlawful interference and sabotage of aircraft;

If applicable:

5) procedures for operations beyond 60 minutes from an adequate aerodrome, including, if applicable, extended-diversion-time operations (EDTOs);
6) de-icing/anti-icing;

viii) Principles of flight

1) Principles of flight relating to the appropriate category of aircraft; and

ix) Radio communication

1) Procedures for communicating with aircraft and relevant ground stations.

AUA.FOO.B.3 Experience or training requirements

The FOO shall have gained the following experience:

a) 1) A total of two years of service in any one or in any combination of the capacities specified in a) to c) below inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:
   (i) a flight crew member in air transportation; or
   (ii) a meteorologist in an organization providing operational control to aircraft in air transportation; or
   (iii) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;

   or

2) At least one year as an assistant in the dispatching of air transport;

   or

3) Have satisfactorily completed
   (i) a course of approved training for flight dispatcher/flight operations officer.

Note 1: As approved training is recognized, EASA and/or FAA approved training courses.
Note 2: An approved training course shall comply with ICAO Doc 7192 Part D-3.

and

(ii) Have satisfactorily completed an operator specific conversion course that addresses all the specific components of its approved method of control and supervision of flight operations specified as per AUA-FOO.C.1

b) The prospective FOO shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the final qualification exam referred in AUA-FOO.B.2;

AUA.FOO.B.4 Skill

The prospective FOO shall demonstrate the ability to:

a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;

b) identify and evaluate the risk factors and the possible consequences for flight operations;

c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;

d) determine an appropriate course of action based on the responsibilities and policies describes in the operations manuals;

e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;

f) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the

general neighborhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination on and alternates;

g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;

h) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;

i) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of a flight operations officer; and

j) recognize and manage threats and errors.

Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the* Human Factors Training Manual *(Doc 9683).*

AUA-FOO.C.1 Privileges of the Flight Operations Officer and the conditions to be observed in exercising such privileges

The privileges of a flight operations officer shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified below.

a) A flight operations officer shall not be assigned to duty unless that officer has:
   i) made within the preceding 12 months, at least a one-way qualification flight on the flight crew compartment of an airplane over any area in which that individual is authorized to exercise flight supervision. The flight should include landings at as many aerodromes as practicable,
      1) **OBJECTIVES**
         The objective of the observation flights is to familiarize the employee with:
         - the tasks of the cockpit crew
         - the particulars of the route flown and the destination station
         - revalidate the Flight Dispatcher qualification

2) **SUBJECTS**
The following subjects shall be covered before and during the flight:
- reporting procedures for flight crew
- relevant flight procedures
- particulars of the route and the destination
- feedback in relation to dispatch

ii) demonstrated to the operator a knowledge of.

1) the contents of the Company Operations Manual and other National regulations;
2) the radio equipment in the airplanes used, and
3) the navigation equipment in the airplanes used,
4) dangerous goods transportation and/or awareness as applicable
5) security awareness training

iii) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision:
1) The seasonal meteorological conditions and the sources of meteorological information;
2) The effects of meteorological conditions on radio reception in aircraft used;
3) The peculiarities and limitations of each navigation system which is used by the operation; and
4) The airplane loading instructions, and

iv) demonstrated to the operator knowledge and skills related to human performance relevant to dispatch duties;

v) demonstrated to the operator the ability to perform the following duties:
1) Assist the pilot-in-command in flight preparation and provide the relevant information required
2) Assist the pilot-in-command in preparing the operational and ATS flight plans, signs when applicable and file the ATS flight plan with the appropriate ATS unit;

3) Furnish the pilot-in command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight;
4) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are unsuccessful and
5) In the event of emergency, a flight operations officer/flight dispatcher shall:
   - initiate such procedures as may be outlined in the operations manual while avoiding taking any action that would conflict with the procedures established by air traffic control; and
   - convey safety-related information to the pilot-in-command that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight.

AUA-FOO.D.1 - Maintenance of Competency

a) The flight operations officer assigned to duty shall maintain complete familiarization with all features of the operation, which are pertinent to such duties.

b) Part of this familiarization shall consist of a recurrent operator training every 12 months

c) The flight operations officer shall not be assigned to duty after 12 consecutive months of absence from such duty unless the provisions of paragraph AUA-FOO.C.1 (a) are met.